

# The Hong Kong Daily Press.

No. 6913 第三十九年六月二日

日二月二十年卯日

HONGKONG, MONDAY, FEBRUARY 2ND, 1880.

卯日

二月二日

香港

PRICE \$2 PER MONTH.

## SHIPPING.

ARRIVALS.

JANUARY 31, PENELOP, British steamer, 652, Cain, Saigon 21st January, General-MICHAELS & Co.

JANUARY 31, NINON, British str., 643, R. Cas, Captain, General—STAMMEN & Co.

JANUARY 31, LIVINGSTON, German bark, 630, H. Stoffels, Hamburg 17th September, General—WILHELM & Co.

JANUARY 31, BERNARD, British str., 1,119, Foster, London 8th December, Shuey 25th, Penang 15th January, and Singapore 21st, General—GIBS, LIVINGSTON & Co.

JANUARY 31, HATTIE N. BANAS, Amer. sch., 565, E. Banks, Swan 26th January, Balat—Captain.

JANUARY 31, DOUGLAS, British steamer, 664, M. Young, Foochow 26th January, Amoy 29th, and Swatow 30th, General—D. LARAK & Co.

JANUARY 31, HATTIE N. BANAS, Amer. sch., 565, E. Banks, Swan 26th January, Balat—Captain.

JANUARY 31, ROBINSON HAY, British bark, 299, Nicholson, Whampoa 30th January, General—TURNER & Co.

JANUARY 31, MINNIE CARVEL, British bark, 582, P. T. Clark, Cardiff 19th August, Coal—GIBS, LIVINGSTON & Co.

JANUARY 31, SUEN-CHI, Chinese gunboat, from Canton.

FEBRUARY 1, YUN-LU-YUN, Chinese steamer, 98, O. Wilson, Canton, General—C. M. S. N. Co.

FEBRUARY 1, GRENFINNALS, British str., 1,406, H. G. WILK, E. N. B., Nagasaki 23rd Jan., Coal—JARDINE, MATTHEWS & Co.

FEBRUARY 1, STAR, American brig, 407, J. Captain.

FEBRUARY 1, CHINA, German steamer, 643, Achermann, Canton, General—SISSEKSEN & Co.

FEBRUARY 1, SABREON, British str., 1,599, Ross, Liverpool 10th December, Malta 20th, Suez 27th, Penang 10th January, and Singapore 24th, General—BUTTERFIELD & SWIPE.

FEBRUARY 1, HANAN, American str., 201, J. W. Chinn, Pakhoi 22nd Jan., Hoihow 30th, and Macao 1st February, General—RUSSELL & Co.

FEBRUARY 1, YANCTON, British str., 752, E. Schultz, Shanghai 29th January, General—STAMMEN & Co.

## CLEARANCES

AT THE HARBOURMASTER'S OFFICE, JANUARY 31ST.

RAYANATTANAKAR, British str., for Bangkok.

VINGO, British steamer, for Shanghai.

ESMERALDA, British steamer, for Amoy.

GERALDINA, American bark, for Touren.

NAMEZ, British steamer, for East Coast.

HAE-CHIN, Chinese steamer, for Hoihow.

EUROPE, British steamer, for Saigon.

DEPARTURES.

JANUARY 31, KUNG-CHEW, British steamer, for Hoihow.

JANUARY 31, ALBAY, British str., for Amoy.

JANUARY 31, HUMMER, Norwegian bark, for Honolulu.

JANUARY 31, GLOUCESTER, British str., for Singapore and London.

JANUARY 31, CIEPOO, Brit. str., for Shanghai.

JANUARY 31, ESMERALDA, Brit. str., for Amoy.

JANUARY 31, GERALDINA, Am. bark, for Touren.

FEBRUARY 1, EUROPE, Brit. str., for Saigon.

FEBRUARY 1, RAYANATTANAKAR, British str., for Bangkok.

FEBRUARY 1, VILLA DE RIVADAVIA, Spanish brig, for Manila.

FEBRUARY 1, KINGO, Brit. str., for Shanghai.

FEBRUARY 1, HAE-SHIN, Chin. str., for Hoihow.

PASSENGERS.

ARRIVED.

Per *Henry*, str., from London, &c.—D. Vitch and Mr. Dale, and 140 Chinese.

Per *Henry*, str., from East Coast—Mr. and Mrs. Pyne, Messrs. Shad, Broom, Anderson, Holland, Bird, Corlett, and Bishop Gentil, one European and 97 Chinese, deck.

Per *Serpentine*, str., from Liverpool, &c.—Captain Carl and 300 Chinese for Hongkong.

Per *Aspinwall*, str., from Shanghai, &c.—Mr. J. Hatch and 147 Chinese.

Per *Sir*, from Sydney—Mr. E. Lucas.

Per *Yankee*, str., from Shanghai—Captain Hælia, 2 Europeans, and 60 Chinese.

REPORTS.

The British bark *Minos* *Carroll* reports left Saigon on 21st January, and had strong N.E. monsoon throughout.

The American brig *Star* reports left Sydney on 17th January, and had bad weather and strong gales throughout.

The British steamer *Bowery* reports left London on 8th December, Suez on the 25th, Penang on 15th January, and Singapore on the 21st, and very strong monsoon and high sea had a great deal of rain throughout.

The British steamer *Yankee* reports left Shanghai on 25th January at 9:30 a.m. Experienced strong monsoon and high sea with very dark, cloudy weather. Arrived at Amoy on the 27th at noon, and left again on the 30th at noon, and had light monsoon. Passed wreck of a junk of Pedro Blane. Arrived in Hongkong at 4:30 p.m. on the 31st.

The British steamer *Hector* reports left Shanghai on 25th January at 9:30 a.m. Experienced strong monsoon and high sea with very dark, cloudy weather. Arrived at Amoy on the 27th at noon, and left again on the 30th at noon, and had light monsoon. Passed wreck of a junk of Pedro Blane. Arrived in Hongkong at 4:30 p.m. on the 31st.

The British steamer *Yankee* reports left Liverpool on 10th December, Suez on the 20th, Suez on the 27th, Penang on 15th January, and Singapore on the 24th. From the last port to Hongkong experienced a very strong monsoon with high sea and a strong current. On the 26th January, passed the steamer *Tueller* from Hongkong to Singapore.

The American steamer *Wainan* reports left Pakhoi on the 25th January. Arrived at Hoihow at noon on the 29th. Left again at 4 a.m. 30th; arrived at Macao at 7:30 p.m. on the 31st. Left Macao 10:30 a.m. on the 1st instant. Arrived in Hongkong at 4:30 p.m. on same day. From Pakhoi to Hoihow fine weather. From Macao to Amoy strong N.E. winds and heavy rain. From Macao to Hongkong the weather.

The British steamer *Douglas* reports left Foochow on Wednesday, the 23rd Jan., and Amoy on the 26th, and Swatow on the 29th. Per *Pyne*, with strong N.E. winds, and a strong current. Arrived in Hongkong at 4:30 p.m. on same day. From Pakhoi to Hoihow fine weather. From Macao to Amoy strong N.E. winds and heavy rain. From Macao to Hongkong the weather.

## BANKS.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

CAPITAL \$200,000.

RESERVE FUND \$250,000.

Bankers THE BANK OF ENGLAND.

THE NATIONAL BANK OF SCOTLAND.

THE BANK OF ENGLAND IN HONGKONG grants places on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

RATES OF INTEREST ALLOWED ON

DEPOSITS.

ON CURRENT ACCOUNTS 3% PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS.

FOR 3 MONTHS 3% PER ANNUM.

FOR 6 MONTHS 4% PER ANNUM.

FOR 12 MONTHS 5% PER ANNUM.

FOR 18 MONTHS 6% PER ANNUM.

FOR 24 MONTHS 7% PER ANNUM.

FOR 30 MONTHS 8% PER ANNUM.

FOR 36 MONTHS 9% PER ANNUM.

FOR 42 MONTHS 10% PER ANNUM.

FOR 48 MONTHS 11% PER ANNUM.

FOR 54 MONTHS 12% PER ANNUM.

FOR 60 MONTHS 13% PER ANNUM.

FOR 66 MONTHS 14% PER ANNUM.

FOR 72 MONTHS 15% PER ANNUM.

FOR 78 MONTHS 16% PER ANNUM.

FOR 84 MONTHS 17% PER ANNUM.

FOR 90 MONTHS 18% PER ANNUM.

FOR 96 MONTHS 19% PER ANNUM.

FOR 102 MONTHS 20% PER ANNUM.

FOR 108 MONTHS 21% PER ANNUM.

FOR 114 MONTHS 22% PER ANNUM.

FOR 120 MONTHS 23% PER ANNUM.

FOR 126 MONTHS 24% PER ANNUM.

FOR 132 MONTHS 25% PER ANNUM.

FOR 138 MONTHS 26% PER ANNUM.

FOR 144 MONTHS 27% PER ANNUM.

FOR 150 MONTHS 28% PER ANNUM.

FOR 156 MONTHS 29% PER ANNUM.

FOR 162 MONTHS 30% PER ANNUM.

FOR 168 MONTHS 31% PER ANNUM.

FOR 174 MONTHS 32% PER ANNUM.

FOR 180 MONTHS 33% PER ANNUM.

FOR 186 MONTHS 34% PER ANNUM.

FOR 192 MONTHS 35% PER ANNUM.

FOR 198 MONTHS 36% PER ANNUM.

FOR 204 MONTHS 37% PER ANNUM.

FOR 210 MONTHS 38% PER ANNUM.

FOR 216 MONTHS 39% PER ANNUM.

FOR 222 MONTHS 40% PER ANNUM.

FOR 228 MONTHS 41% PER ANNUM.

FOR 234 MONTHS 42% PER ANNUM.

FOR 240 MONTHS 43% PER ANNUM.

FOR 246 MONTHS 44% PER ANNUM.

FOR 252 MONTHS 45% PER ANNUM.

FOR 258 MONTHS 46% PER ANNUM.

FOR 264 MONTHS 47% PER ANNUM.

FOR 270 MONTHS 48% PER ANNUM.

FOR 276 MONTHS 49% PER ANNUM.

FOR 282 MONTHS 50% PER ANNUM.

FOR 288 MONTHS 51% PER ANNUM.

FOR 294 MONTHS 52% PER ANNUM.

FOR 300 MONTHS 53% PER ANNUM.

FOR 306 MONTHS 54% PER ANNUM.

FOR 312 MONTHS 55% PER ANNUM.

FOR 318 MONTHS 56% PER ANNUM.

FOR 324 MONTHS 57% PER ANNUM.

FOR 330 MONTHS 58% PER ANNUM.

FOR 336 MONTHS 59% PER ANNUM.

FOR 342 MONTHS 60% PER ANNUM.

FOR 348 MONTHS 61% PER ANNUM.

FOR 354 MONTHS 62% PER ANNUM.

FOR 360 MONTHS 63% PER ANNUM.

FOR 366 MONTHS 64% PER ANNUM.

FOR 372 MONTHS 65% PER ANNUM.

FOR 378 MONTHS 66% PER ANNUM.

FOR 384 MONTHS 67% PER ANNUM.

FOR 390 MONTHS 68% PER ANNUM.

FOR 396 MONTHS 69% PER ANNUM.

FOR 402 MONTHS 70% PER ANNUM.

FOR 408 MONTHS 71% PER ANNUM.

FOR 414 MONTHS 72% PER ANNUM.

FOR 420 MONTHS 73% PER ANNUM.

FOR 426 MONTHS 74% PER ANNUM.

FOR 432 MONTHS 75% PER ANNUM.

FOR 438 MONTHS 76% PER ANNUM.

FOR 444 MONTHS 77% PER ANNUM.

FOR 450 MONTHS 78% PER ANNUM.

FOR 456 MONTHS 79% PER ANNUM.

FOR 462 MONTHS 80% PER ANNUM.

FOR 468 MONTHS 81% PER ANNUM.

FOR 474 MONTHS 82% PER ANNUM.

FOR 480 MONTHS 83% PER ANNUM.

FOR 486 MONTHS 84% PER ANNUM.

FOR 492 MONTHS 85% PER ANNUM.

FOR 498 MONTHS 86% PER ANNUM.

FOR 504 MONTHS 87% PER ANNUM.

FOR 510 MONTHS 88% PER ANNUM.

FOR 516 MONTHS 89% PER ANNUM.

FOR 522 MONTHS 90% PER ANNUM.

FOR 528 MONTHS 91% PER ANNUM.

FOR 534 MONTHS 92% PER ANNUM.

FOR 540 MONTHS 93% PER ANNUM.

FOR 546 MONTHS 94% PER ANNUM.

FOR 552 MONTHS 95% PER ANNUM.

FOR 558 MONTH

NOW READY.

THE CHRONICLE AND DIRECTORY  
FOR CHINA, JAPAN, &c.  
FOR 1880.(With which is incorporated "THE CHINA  
DIRECTORY".)This Work, the ONLY one of the kind in China  
or Japan, is now in the  
EIGHTEENTH YEAR  
in its existence, and is NOW READY FOR SALE.It has been compiled from the MOST AUTHEN-  
TIC SOURCES, and no pains have been spared to  
render it THOROUGHLY RELIABLE, both as a  
Directory and as a Work of Reference on Com-  
motional Matters.Various additions have been made, tending to  
render the Work still more valuable for re-  
ference. The descriptions of each Port have  
been carefully revised, and the trade statistics  
brought down to the latest date obtainable.The Work is embellished with the following  
Plans and Maps:—Chromo-lithograph Plans of  
VICTORIA, Hongkong, of CANTON, the FO-  
REIGN SETTLEMENTS at SHANGHAI; a  
Chromo-lithograph Plate of the CODE of  
SIGNALS in use at VICTORIA PORT; and  
Maps of the COAST of CHINA and HONG-  
KONG.It contains a DESCRIPTION of and  
DIRECTORY for HONGKONG, MACAO, PAK-  
HOI, HONKOW, WHAMPAO, CANTON, SWATOW,  
AMOY, TAKAO, TAIWANFU, TANSHU, KEE-  
LUNG, FOOCHEW, WENCHOW, NINGPO, SHANG-  
HAI, CHINCHING, KIANGKING, WUHUA, HANKOW,  
ICHANG, CHIEFOU, TAKU, TIENSHU, NEW-  
CHIANG, PEKING, NAGASAKI, KORE (HONG-  
OSAKA), YOKOHAMA, NAGATA, HAKODATE,  
MANILA, ILONGO, CEBU, SAIGON, CAMBODIA;  
HAIPHONG, HANOI, BANGKOK, and SINGA-  
PORE, as well as condensed accounts of China,  
Japan, the Philippines, and the Ports of An-  
nam.The Chronicle and Directory for China,  
Japan, and the Philippines, published in  
Two Forms—Complete at \$5, or with the Lists  
of Residents, Port Descriptions and Directories,  
Plan of Victoria, and Code of Signals, at \$3.Orders for Copies may be sent to the Daily  
Press Office, where it is published, or to the  
following Agents:—MACAO.....Messrs. A. A. de Mello & Co.  
SWATOW.....Messrs. Campbell & Co.AMOY.....Messrs. Wilson, Nichols & Co.  
FOOCHEW.....Messrs. Hodges & Co.NINGPO.....Messrs. Kelly & Smith, Sighai  
SHANGHAI.....Messrs. Kelly & Walsh.NANKIN.....Messrs. Hall & Holtz and Kelly  
REVER POETS.....Messrs. Kelly & Walsh, Shanghai.

TAKAO.....The C. and J. Trading Co.

YOKOHAMA.....Japan Gazette Office.

MANILA.....Messrs. Vizcaya Loyzaga &amp; Co.

SAIGON.....Messrs. J. B. Bloom.

SINGAPORE.....Messrs. Malloch, Jullien &amp; Co.

LONDON.....Messrs. Goo Street &amp; Co.

LONDON.....Messrs. Bates, Hanley &amp; Co.

SAN FRANCISCO.....Mr. L. P. Fisher, 21, Merchants' Exchange.

NEW YORK.....Messrs. S. M. Puttengill &amp; Co.

37 Park Row.

Daily Press Office, 13th January, 1880.

## NOTICE.

A. S. WATSON & CO.,  
A. FAKIN & DISPENSING  
CHEMISTS.By Appointment to His Excellency the Governor  
and to His Royal Highness the  
DUKE OF EDINBURGH.

WHOLESALE AND RETAIL DRUGGISTS.

PHARMACEUTICALS.

PATENT MEDICINE VENDORS.

DRUGGISTS' SUNDRY.

AND

AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFILED.

PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of  
Orders it is particularly requested that all  
business communications be addressed to the  
Firm, A. S. Watson and Co., or  
HONGKONG DISPENSARY.

## NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be  
addressed to "The Editor," and those on business to  
"The Manager," and not to individuals by name.Advertisements which are not ordered for a fixed  
period will be continued until countermanded.All letters for publication should be written on one  
side of the paper only.Correspondents are requested to forward their name  
and address with communications addressed to the  
Editor, or for publication, but as evidence of good  
faith.

## The Daily Press.

HONGKONG, FEBRUARY 2ND, 1880.

THE extreme jealousy with which Russia  
watches English movements in Asia, and the  
Far East especially, is well illustrated by  
some recent remarks that have appeared in  
the St. Petersburg News. This journal has  
been directing attention to what it pleased  
to call the growth of English influence in  
Japan, and says that English engineers "oc-  
cupy an eminent position on the island of  
Yesso in the neighbourhood of Russian  
Saghalien, where they are building a rail-  
way, after having founded many factories."  
Now as a matter of fact this Muscovite white  
is perfectly groundless and the alarm wholly  
unnecessary. It is quite true that the Kai-  
Tak-Tao (Colonisation Department) has for  
some time been paying considerable attention  
to Yesso, devising measures for the  
settlement and cultivation of that portion of  
the Japanese Empire, which a scheme  
for railway communication is included, and  
we believe surveys have been made. But  
all these works will be carried out by the  
Japanese Government of its own motion  
and with Japanese capital. The engineers  
employed may be British, or they may be  
American, but in either case no political  
object can be associated with their employ-  
ment. Possibly the Russian paper knows  
this as well as we do. But it is angry be-  
cause, as it says, "the foreigner in the  
Japanese service are Englishmen, and they  
are daily acquiring more and more influence  
over the Government." Doubtless the first  
clause of the above statement may be true,  
but American influence is very strong in  
Japan, and large numbers of Americans are  
employed in the Japanese service as well as  
Englishmen. But neither of the two great  
Anglo-Saxon Powers has the slightest wish to  
interfere or dominate over Japan. They are  
both anxious to foster her growth and assist  
a successful company have given in Hongkong, rising up from the Eastward, which has gainedher in her efforts to develop her resources  
and accomplish moral and material progress.  
They have no wish to encroach on the least  
degree on her liberty of action, or to steal  
thief of her of her territory as Russia has  
done. The Russians, if the truth were to be  
told, are angry because the Japanese Govern-  
ment is taking energetic steps to develop  
Yesso. Having obtained Saghalien, Russia  
hoped, no doubt, at no distant date, to find  
a pretext for the annexation of Yesso, when  
the gradual absorption of Japan would be  
quite possible. The eyes of the Japanese  
Ministers have perhaps been opened to this  
danger by English officials. This, at all  
events, would seem to be the idea of the  
St. Petersburg News when it observes that  
it is high time "that Russia should direct  
her attention to the danger, and endeavour  
to oppose this constant encroach-  
ment of the English element, which proves  
hostile to Russian interests everywhere  
throughout the world." The close of this  
sentence is certainly the truest statement  
made by the Russian plotters. English in-  
fluence is and always will be, opposed to  
Russia, so long as that is one of force  
and fraud. So long as Russia labours by  
mischievous intrigues and false representa-  
tions to set Oriental nations against each  
other, and to undermine English influence  
in Asia in order to prosecute her own gi-  
antistic schemes of conquest and territorial  
aggrandisement, so long will she find  
England an ever watchful, ever watchful  
opponent. And if the rulers of China and  
Japan are alive to their own true interests  
and are capable of seeing danger, they  
will see the policy of listening to the advice  
of the British Government and of being ever  
on the alert against their restless, aggressive,  
and powerful neighbour. It cannot be  
distinctly understood that, while Great Britain  
possesses all the territory that she  
wishes for in Asia, Russia entertains a bound-  
less lust for conquest, which would hardly  
be satiated by the acquisition of the whole of  
the Celestial Empire.The Russian ship *Prinz*, Captain Bergman,  
arrived at Manila on the 16th ultmo, seven days  
from Hongkong.The German bark *Hoodoo*, Captain Mathiesen,  
arrived at Manila on the 21st ultmo, seven days  
from this port.We have to acknowledge receipt of a file of  
the *Diario de Filipinas*, a new evening paper  
published in Manila.A native woman in Manila has given birth to  
a still-born child with two heads, four arms,  
four legs, and one body.The Manila races are fixed for the 19th, 20th,  
and 21st instant. Much interest is felt in the  
races this year, and good sport is anticipated.The Manila Commerce gives currency to a  
rumour that the Massassino Marlinies intend  
to run steamers from Singapore to Yokohama,  
calling east way at Manila.The Daily News understands that Mr. Pelsor,  
will occupy the commandant position in Siam  
as his predecessor. He will, it is said, be  
Minister Resident.The Massassino Machines steamer *Yangtze*,  
with the next outward French mail, left Saigon  
at 2 p.m., and passed Siam at seven o'clock  
on Friday, bound for Hongkong.It will be observed, on reference to the notice  
in another column, that the time of departure of  
the steamer will be altered from Wednesday next to Satur-  
day at 1 p.m.The paddle-despatch vessel *Vigilant*, 2, Lieut-  
Commander Annesley, bearing the flag of Vice-  
Admiral Coote, arrived at Saig on the  
21st instant from Hongkong. As she  
steamed up the river the Admiral's barge was on  
the quarter-deck playing, and the smart-looking  
crew was admiring all.Successful experiments have been made in  
Manila with the gas obtained from coals, and it is  
now a small amount of gas which is used in  
the gas works, the rest as compared with the latter.  
The gas was to be used in a practical way for  
the first time at a hall to be given by the mem-  
bers of the Art and Literary Society.The British barque *Hopewell* and the French  
barque *Maria*, wrecked off Cobh in November,  
were sold by auction, together with their cargoes  
on the 12th December. The cargo of the former,  
consisting of 450 tons sugar, 200 pieces of  
cotton, 900 pieces of cotton, 200 pieces of  
silk, and 500 pieces of cotton, was sold for \$1,164,  
the latter for \$600, the rigging etc., being sold  
separately at "modest prices." The cargo of the  
*Maria*, consisting of hemp, was sold for \$17,348,  
and the hull and rigging for \$2,557. All the  
parcels were Chinese.On the 22nd December the *Hopewell* of Am-  
erica, a small ball in their new hull to the mem-  
bers of the community, was decoyed for the occasion, and the music was  
furnished by the band of the German corvette  
*Luisa*, kindly lent by Captain Seboring.The *Luisa* list at the superstructure included  
"Queen and Craft," given by Mr. B. G. Giles, D. G. S. W.,  
Hongkong; "The Grand Master of England,"  
the flag of the British Admiralty, and a  
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## EXTRACTS.

## IMPORTANT HISTORICAL DISCLOSURE.

## METTERNICH AND NAPOLEON.

Written under the following title poem for the occasion of the arrival of the Lincoln Emancipation Group, at Boston—

Amid thy sacred cities

Old renown give place,

O city Freedom! level to the

Whose hand unchain'd a race.

Take the worn frame that trusted not

Save in a master's grave,

Carried face down where none forgot

Bent to the kneeling slave.

Let man be free! The mighty word

He spoke was not his own;

An impulse from the Highest stirred

These chiselled lips of stone.

The cloddy sign, the fiery guide;

Along his pathway ran.

And Nature, through his voice, denied

The ownership of man.

We cast in peace where those eyes

Saw peril, strife, and pain;

He was a nation's sacrifice,

And ours the priceless gain.

Symbol of God's will on earth

As it lies above.

Even witness to the cost and worth

Of justice and of love.

Stand in thy place and testify

To coming woes low;

That truth is stronger than a lie,

And righteousness than wrong.

## THE HIGHLANDERS AND THE GOOKHARS.

General Roberts gives an instance of the good-felling subsisting between the European and the native troops. When the 77th and 8th Goorkhas were hurriedly withdrawn from the Bala Hisar, the former regiment was provided with quarters for the night in the tents of the 73rd and 92nd. There were no tents for the Goorkhas; whereupon a large number of the 72nd Highlanders came forward and insisted on making over their quarters to their Goorkha comrades for the night. General Roberts says:—"Only those who know the coldness of nights here can realize what practical proof of regard for the regiment that has served so long with them this most creditable action on the part of the 72nd furnished." *Times Correspondent.*

## AN ARTISTIC BOOKBINDING.

Mr. Dierisch remarked in his younger days on the disposition throughout every phase of Parisian society, from the *clercs* to the *experts*, to pay sincere homage to intellect. "In England, when a man has seen in society, we ask, 'Who is he?' In France, 'What is he?' In England, 'How much a year has he?' In France, 'What has he done?' We had a remarkable exhibition of this disposition to recognise merit at the funeral, yesterday, of the famous French bookbinder, Franz Bawzon. Baron James Rothchild, and many other persons of note, were proud to pay a last tribute of respect by following to the grave the honest workman who had raised his craft to the dignity of a science. Worth makes the man; but though Poé and that the rest is but leather and pins. M. Franz knew that there was nothing like leather. He willed it to his son, Benjamin. Celini worked gold and silver; as Michael Angelo bevelled Moses out of a block of marble, as Bernardo da Palisse moulded poster's clay to his will. Some of his rich bindings were extremely costly—two or three thousand francs were frequently paid by the Due d'Anjou or Baron Rothchild for his bindings. —*Paris Correspondent.*

## SOMNAMBULISM, EXTRAORDINARY.

A young lady under my observation exhibited an instance of this. For sometime, a somnambulist, the alternating identity at length became strong enough to intrude upon her waking hours. Her ordinary receptive and voluntary powers would suddenly arrest during the day, and whether at home or work—no matter how employed—the interruption was sudden and instantaneous. At the piano or harp, voluntary movement ceased at the moment; if walking across the floor, she remained in the position in which she was when it occurred, and remained thus for a longer or a shorter time. She would sit at dinner apparently as usual, and collected as any one at the table. At the time of which I speak it was customary for guests to take wine with one another. A gentleman would ask her to take wine. She bowed her head as was usual; and in raising the glass to her mouth, there suddenly passed over her face a slight but indescribable shudder. She immediately lost all knowledge of those about her, and would address them with names quite foreign to them. This state would continue for two days, until on the third day she would turn to her relative and say in her natural tone, "Did you not ask me to take wine?" Her natural state then returned; but those revolutions became more frequent and more painful, until at length the unfortunate girl was deprived of the society of all but her nearest relatives. —*Chambers's Journal.*

## A DEAF AND DUMB DEBATE.

With a keen keen intelligence in his eyes, and with an eloquence of the hands suggestive of Cicero's golden rule of oratory, the speaker laid before the spectators his views of one of the most important events in the history of England. He signified by rapid movements that it is a difficult question to decide whether King Charles the First was justified in his conduct of his mediation. You must now, this very day, declare what you mean to do. Either you will accept my proposition, and we will settle a sum for the duration of the negotiations, or you will reject it, and my master, the Emperor, will then consider himself at liberty as far as his further decisions are concerned. The situation is urgent upon us. The army must have food to eat. In a few days we shall have 250,000 men in Bohemia. They can stop there for a few weeks—but not for months!" Here Napoleon again interrupted me, to break off a long digression respecting the possible strength of our army. According to his calculations we could not, at the very most, put together more than 75,000 men in Bohemia. He based his deduction upon the normal number of the empire's population, upon his estimate of our losses in the late wars, and upon our system of recruitment, by which the proportion of men to the population is that of Clement Ader. The system on either side of the carriage consists of a series of jointed pieces of rail with flat supporting pieces; they enclose the system of wheels, passing down over the front and up over the end wheels, and all the wheels have two flanges to prevent any derailing. In front of the chains of rail are guided by two distributing wheels, which are covered by the traction so that, on pulling obliquely, right or left, the end automatically follows the same direction. At the end of the train, again, are two taking-on wheels, provided with a different motion to meet the difficulty of going in curves, which involves an extending of the train on one side and contraction of that on the other, so that whatever the curve (of six or seven metres' radius), the way is regularly put down and lifted. From the mechanical point of view, one is struck with the smallness of the force required to move a train thus arranged. In the *Jardin des Tuilleries* there is a host of spires, and his reports extend in detail even to the drummers of our army. My head-quarters staff has been informed. Over this question we disputed more accurately. "I myself," I observed, "will be bound to furnish your Majesty with a complete list of your batteries. Can it be that your Majesty is less correctly informed respecting the strength of the Austrian Army?" "I am quite well informed," replied Napoleon. 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